

The Hongkong Telegraph.

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WEDNESDAY, SEPTEMBER 23, 1908.

三拜禮

號三十月九年九港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies

TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent.
per annum on the Daily Balance.

On Fixed Deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKKO TAKAMICHI,
Manager.

Hongkong, 1st September, 1908. [23]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soebner.
Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koenig.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,712,884.84
(about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cholon,
Tegal, Pecalongan, Pasoeroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota
Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Salgon, Malacca, Amoy, Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3% do.
J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

AID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$14,000,000

Head Office—HONGKONG.

COURT OF DIRECTORS:

R. Shollin, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq.
O. R. Lennemann, Esq.
G. R. Brodersen, Esq.
R. Shewan, Esq.
G. Frisland, Esq.
Hon. Mr. H. A. W. Slade.
C. S. Gubbay, Esq.
H. R. Tomkins, Esq.
W. Helms, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

SHANGHAI—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

Hongkong, 22nd August, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 1% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

HONGKONG, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [30]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3 " "
" 3 " 2 " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUMATRA	About 25th Sept.	Freight and Passage.
SHANGHAI	DELTA	About 1st Oct.	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA	3rd Oct. Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORSE	About 7th Oct.	Freight and Passage.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 21st September, 1908. [2]

Intimations.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

SPECIAL BARGAIN SALE

OF

SUMMER AND AUTUMN GOODS

INCLUDING

HATS, COSTUMES, SKIRTS, BLOUSES, HOSIERY, ETC.

Sale commences MONDAY, Sept. 28th.

Sale closes SATURDAY, Oct. 3rd.

LANE, CRAWFORD & CO. [38]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.



Telephone No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 22nd September, 1908. [40]

THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN TOMES & Co.

Agents.

Hongkong, 21st July, 1907. [49]

HOTEL CRAIGIEBURN,

PLUNKET'S GA., the PRINCE, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [5]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf Lok Street Wharf and at 2 P.M. from the Company's Wharf.
REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG".
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 1,588 Tons, and "NANNING" 1,569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 27th September.
S.S. "SUI-AN".
will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.
Departure from Macao at 6 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS / NO. UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [8]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
Manager. [9]

Hongkong, 16th July, 1908.

THE GRAND CARLTON HOTEL

8 & 10, Ice House Road—Telephone No. 812.

WILL OPEN ON 1ST OCTOBER NEXT.

The Most Luxurious, Quiet and Comfortable Private Residence.

Absolutely free from the Nerve-torturing Noises of the Streets of the City.

Forty Large Rooms Elegantly Furnished.

Matron in attendance. Excellent Cuisine.

Terms very moderate.

Tel. Address: "Grand."

O. E. OWEN,

Proprietor.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE "ZIEHN" About WEDNESDAY, 23rd September.

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "PRINZ EITEL FRIEDRICH" THURSDAY, Capt. E. Malchow Noon, 24th September.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" THURSDAY, Capt. W. v. Senden Noon, 8th October.

KUDAT and SANDAKAN "BORNEO" Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st September, 1908. [8]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA... CALEDONNIEN... Martin... 28th Sept., P.M.

MARSEILLES, VIA PORTS... ERNEST SIMONS... Girard... 29th Sept., at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA... POLYNESIE... Broc... 12th Oct., P.M.

MARSEILLES, VIA PORTS... VILLE DE LA CROIX... Barillon... 13th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th September, 1908. [14]

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

NAPLES " " 29 " " "

Unique opportunity to make a tour in North China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER... 13 Days.

LONDON AND PARIS.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRV... 12th Oct. * CORSE... 11th Jan., 1909.

* OBYLAN... 26th Nov.

† New Twin Screw 16,000 Tons displacement; 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOH LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 23rd March, 1908. [19]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 6th Edt.

Lisbors, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905. [39]

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJIMAH	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 7th September, 1908. [16]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

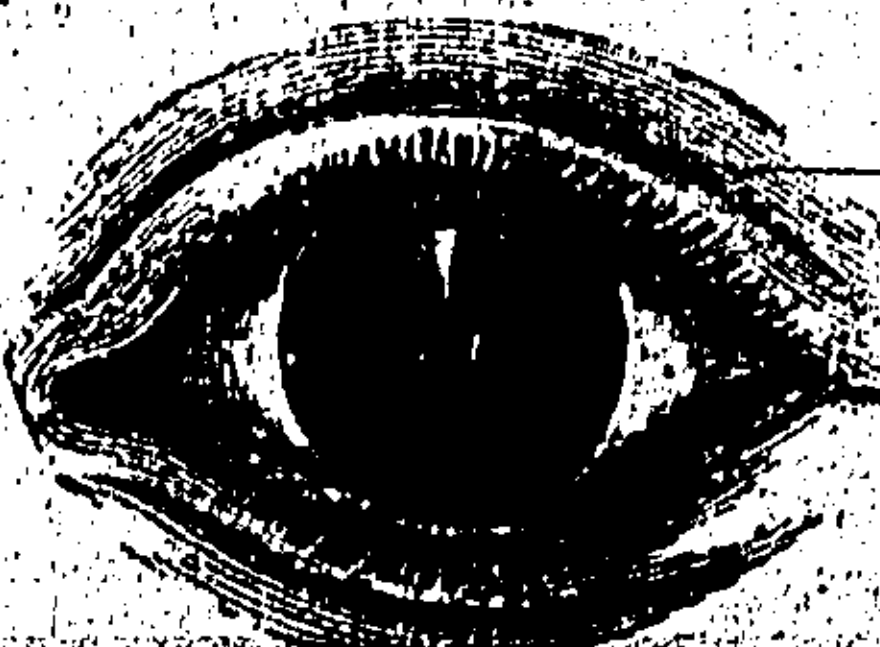
For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908. [17]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong, will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight"—Free.

LONDON: 40, Abchurch Lane.

CALCUTTA: 49, Bechook Street.

SHANGHAI: 100, Maikang Road.

22, John Street, Midland Row, W.O.

Hongkong, 1st March, 1908.

HOW IT FEELS TO FLY IN AN AEROPLANE.

"It is an entirely new sensation. This swift, free glide of an aeroplane is more exhilarating than the fastest hoofs. It is the greatest sport in the world." This enthusiastic testimony is given by Mr. A. M. Herring of New York, one of the oldest and most successful builders of aeroplanes. It is generally conceded that the flying machine has arrived and that in a few years the new means of locomotion will be comparatively common. It is already possible to describe the new sensation of flying, from actual experience.

The highest praise of any form of rapid locomotion has always been that it is "like flying." A fast automobile or horse or train is said to "fly," to "go like the wind." The aeroplane makes it possible to actually go like the wind and to feel it. One may feel something of this sensation in a swing, a rapidly ascending elevator or a balloon. This feeling of rising clear of the earth is not new, but the experience of actually soaring or sliding through the air is, of course, entirely new. There is nothing with which to compare it. And, according to Mr. Herring, who has enjoyed the experience several times, an aeroplane ride is the most fascinating thing in the world.

An aeroplane leaves the earth, as a rule, at an easy angle, moving with great speed, so that the passenger finds himself in the air before he can well realize it. If the rise or fall of the plane be very abrupt there is likely to be the catch in the breath one feels in a rapidly ascending or descending elevator. A sudden rise or fall of this kind may occur on a windy day, when the aeroplane may rise or fall as much as forty feet. One soon becomes accustomed to the feeling.

Once in motion well off the earth there is a feeling of independence and freedom difficult to describe. In a fast automobile, for instance, no matter how perfect the tires or the road, there is always more or less jarring, and one is conscious at all times of the support beneath. There is a freedom of movement on an aeroplane which goes beyond the finest automobiling. There is, of course, more or less vibration from the engines of the aeroplane, but the machine seems self-centred and independent. The aeroplane adds a new dimension to one's movements. An automobile or horse or train can move only on one plane. An aeroplane can move to right or left, and up and down as well, and consequently the feeling of independence of all earthly environment.

In long journeys by aeroplane many people will doubtless suffer from air sickness, just as on a ship they suffer from sea sickness. The motion of a flying machine is very similar at times to that of a ship, although travelling at a much higher rate of speed. In passing through a gusty wind an aeroplane will roll and pitch much the same as a ship in a choppy sea. Ordinarily, however, the aeroplane will glide in a series of long, even pitches which will give something like the sensation of swinging. The aeroplane is not only likely to pitch and roll, but her course is usually in a slightly waving line, like that of a torpedo boat.

An aeroplane, especially the American type, rights itself much more quickly than a ship. The type of machine built by Mr. Herring, except in very high winds, maintains an almost perfect keel. The disturbances of the air, however, are so much more rapid and violent than the waves of the sea that some motion is almost inevitable. In an air wave the particles usually move in a rotary motion. Such a wave is almost a wave of cyclonic nature.

Then, again, the axis of an air wave may be at any angle and may change about with great rapidity. An air wave, again, is twice the height of a water wave.

It is only when the air waves grow very violent that the aeroplane will roll and pitch. In passing from an area of considerable disturbance to a quiet zone an aeroplane may rise or fall as much as forty feet. The sensation is taking such a wave or roller will be exactly like the catch in the breath in a rapidly falling or rising elevator. An experienced pilot can often see a great air wave approaching and humour his aeroplane to meet it. In flying over the water an experienced eye can detect the approach of such a wave by the motion of the water. It is possible to tell from the motion of the free tops very often the nature of the air waves well ahead.

Mr. Herring when guiding his own aeroplane has found time to look about him and enjoy the flight. An aeroplane is likely to take up less of the pilot's attention than does an automobile of its chauffeur. The engines work largely automatically, requiring little attention. The front planes of the aeroplane may be set and even the steering apparatus left to care for itself. It is often possible to let go of the steering levers altogether for considerable intervals, leaving both hands free to adjust the engines. The passenger is left free to enjoy the smooth glide of the car while watching the earth slip swiftly and silently beneath him.

The speed of an aeroplane is equal to that of a very fast automobile. The rush of air, it has been found, strikes one's face with the same speed on land or sea. Mr. Herring has therefore equipped his machine with a wind guard, which protects the face. The position of the aeronaut is, of course, more exposed than that of the automobilist. There is no chance on a windy day of getting behind any shelter and the wind pressure never dies out throughout the entire flight.

It will be a surprise to laymen in this matter to learn that an aeroplane is easy to control and that the air pilot may learn to operate a machine very quickly. A man who understands the mechanism of the aeroplane, Mr. Herring believes, can fit himself for a flight with half an hour's experience. A great advantage of the aeroplane is that one may learn to drive it without actually leaving the ground. When the machine is set on its travelling wheels, with its wings or planes extended, it will answer to its helm and

its lowering and ascending motions sufficiently to show the pilot how the machine will fly in mid-air. A passenger may thus gain much of the sensation of actual flight with perfect safety.

The sensation of flying, once experienced, says Mr. Herring, will never be forgotten. There are no speed limitations in the air, no bad roads, no obstructions. Once well under way on the aeroplane a feeling of freedom and elation awaits the passenger which no mere earthly experience can imitate. The fascination of automobiling, of sailing, of fast driving becomes tame by comparison. The fast automobile which is passing up and down hill over perfect roads without any sense of effort approaches the feeling of flying. A fast yacht flying before the wind on a smooth sea suggests it in a measure. The smooth glide of a graceful skater is another comparison. An aeroplane flight has the charm of all these sensations, but with the speed greatly increased, without any sense of effort and with the indescribable exhilaration of being entirely above the earth.—New York Herald.

To Let.

TO LET.

HATHERLEIGH, CONDUIT ROAD. A HOUSE in WONG-NEI-CHONG ROAD. A HOUSE in RIFON TERRACE. OFFICES in YORK BUILDING.

GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 108, DES VUEX ROAD next to the Hongkong Hotel. FLATS in MORETON TERRACE, No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hon. Kong, 1st September, 1908. [65]

TO LET.

GODOWN No. 5A, DUBBEL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1908. [49]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon at \$45 plus taxes per month. Immediate possession.

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A. RAYMOND, C/o S. J. David & Co. Hongkong, 24th July, 1908. [60]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1908. [159]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & Co., LD. Hongkong, 22nd May, 1908. [257]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.)

Apply to—

THE COMPRADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central. Hongkong, 9th June, 1908. [188]

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and a Library.

Ladies are eligible as Members. Entrance Fee, Five Guineas; Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY, 84, Piccadilly, W. London, 19th August, 1908. [179]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGS (TASTLESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, a loss of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what does broken-down mean? It means a loss of vitality—VITAL STRENGTH & ENERGY. It means a loss of the power to resist disease, and a loss of the power to recover from it. It means a loss of the power to resist disease, and a loss of the power to recover from it. It means a loss of the power to resist disease, and a loss of the power to recover from it.

THE NEW FRENCH REMEDY THERAPION No. 3.

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THE EXPIRING LAMP OF LIFE.

It is a condition (or disease) which doctors give many names, but which few of them really understand. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, a loss of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what does broken-down mean? It means a loss of vitality—VITAL STRENGTH & ENERGY. It means a loss of the power to resist disease, and a loss of the power to recover from it. It means a loss of the power to resist disease, and a loss of the power to recover from it.

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Intimations.

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brewed in America.A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th September, 1908.

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five cents.

BIRTH.

On September 17, 1908, at Shanghai, to Mr.
and Mrs. J. C. SENGLE, a son. (Premature).

DEATHS.

On September 8, 1908, at Macao, ROZA DA
CONCEICAO, the beloved grandmother of J. M.
G. de Souza.On September 18, 1908, at Shanghai, F.
SYDNEY FULCHER, aged 38.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 23, 1908.

ON THE QUESTION OF SHIPPING
RINGS.

In several leading articles recently the *Singapore Free Press* has been conducting a crusade against the combine known as the Shipping Conference and the system of secret rebates. The final of the series appeared in our contemporary on the 16th inst. and consists of a summary of the evidence collected from various sources which are stated, and the formulation of the charges which have been made against the operations of the Conference. The subject is of interest not merely to Singapore—but to merchants in the Far East generally and a synopsis of the conclusions arrived at by our contemporary may not be out of place, in view of the importance of the shipping trade of Hongkong. The evidence, it may be stated, is contained in several official and other documents, not to say statements. They are set out in tabulated form by the *Free Press* in the following way: The report of the Commission (Straits Home Conference), 1904; the Colonial Secretary's report (Straits) for 1907; the report of the sub-committee of the Singapore Chamber of Commerce; the report of the Registrar of Imports and Exports, Singapore, 1897; the expressed opinion of public men, interested

and disinterested; the private opinion of public men, which would astonish most people if it could be published; general public opinion expressed and unexpressed; common sense and figures. These look like important bodies, although, in our opinion, the opinions of those who have nothing to do with the subject might have been waived, likewise the last remarks. At all events, when a person feels strongly on a subject, it is probable that he will give vent to expressions which, as they say in Court, "are not admissible." Now, then, we come to the really serious part of the business—the charges. The charges, we are told, rather a little too solemnly, are that they are entirely based on public policy. They proceed to say that because the Conference has secured a monopoly of the traffic, that monopoly tends to frustrate the indictment, bleed the trade of the Colony and render it unprofitable to the majority of merchants, thereby reducing the wealth of the community, acquired and prospective; reduce the public revenue and cripple the progress of the Colony, throw British trade to neighboring foreign ports, to Continental ports, and into foreign hands and foreign ship-owners, cause the downfall of British houses, and seriously injured others, drive away British shipping and encourage foreign shipping, so tie the hand of merchants and shippers that to live at all, they are obliged to accept the arbitrary dictates of a secret conference in London, as to what tax trade shall pay by the way of freights—introduce under the guise of eliminating speculation an unprincipled machine fixing freights without notice in place of the ordinary trade law of supply and demand. Our contemporary goes on: "Take £100,000 a year in secret rebates, cause the Colony to lose the handling of six million pikuls of produce, trade and drive away annually 40,000 tons of shipping, raise freights by hundreds per cent. On this question we may as well quote the *Free Press* again: "On this evidence and on these charges we ask the Government to step in, as being the only power that can prevent the process of deterioration of our trade, and pass an Ordinance declaring that such rebates are illegal. It would be better if they would go further and declare all combinations in restraint of trade illegal, but that is perhaps a step beyond what British public opinion is prepared for at present." All that may be beautiful and fine, but would they want us to send our goods by tramp steamers who have no rate whatever and whose excursions cannot be accounted for? No doubt the combine system is wrong in principle, but we very much doubt if it has been found to be wrong in action. It would not pay them to be so. The suggestion that rates have been raised hundreds per cent. is quite true in a way, but why? We would suggest that it is simply due to enforced competition. More than that: Was there ever a time when people in the Far East could go home so snugly and comfortably at a low charge than at the present day? It may be remembered that two or three years ago Sir Thomas Sutherland said that passages to Bombay were something under a penny a mile. Can any body say that freight—we speak of silk and the products of South China—can be much less to suit the convenience and the ability of the exporter. We quote again from our contemporary in the Straits: "There is an overwhelming balance of public opinion and public evidence against the operations of the Conference and the Secret Rebates. So much the easier for the Government to act. It might be advantageous, however, for some Unofficial Member of Council to ask a question whether the Government intends to take legislative action. And then the *F.P.* has sundry remarks to the men who should do those things. Now we want to reproduce what the *Press* says on the subject, leaving out what we hope are immaterial points:—In this case there was distinctly a need for the matter to be taken by the *Press*. It was obvious that the merchants themselves would never bring the affair to publicity for various reasons previously enumerated. The Conference has, twice since the 1902 Shipping Rings Commission report, been severely criticised by Government, and we conceived it a public duty to underline the Government condemnation by bringing forward that evidence which lay close to hand, evidence which supported the Government condemnation, evidence which under the peculiar circumstances we believe would never have received anything like such complete publicity had not the *Press* undertaken to bring it forward. There has been throughout no question of sensational newspaper agitation. The facts have been gathered from official reports and from the opinions and knowledge of men well qualified to judge, the presentation of those facts has been in such form as was considered would best bring home their meaning to all who should see them. There has been much pessimism displayed throughout by many sound business men. It has been questioned whether anything can be done. To our mind that question should never have been asked, there is no wrong which the wit of man can invent which the wit of man can not correct.

and we do not even believe that heroic measures are necessary. What is necessary now, as we have pointed out above, is that Government shall exercise its Crown Colony autocracy in a matter in which they will have the entire, even if unspoken, backing of the mercantile community, and a measure can be devised by the Government of this Colony, which will so operate as to free the trade of this port from a burden which it has unwillingly borne for many years at the dictation of a certain clique.

LOCAL AND GENERAL.

It is announced that Prince Tsai Chen, who was appointed Commissioner to welcome the American Fleet, has now refused to accept the appointment.

THE Colonial Secretary has received the following telegram from H. B. M. Consul-General at Shanghai:—"The declaration of infection as regards Hongkong and Canton will be withdrawn from the 25th September."

AN Indian who drives about Calcutta in a motor-car makes a habit of adding a tatter of roses to his petrol, and the odour of the exhaust is stated to form a pleasant contrast to that of the London motor-omnibus.

It is reported from the North that, owing to the continuous rainy weather now being experienced throughout that region, there are grave fears that the inhabitants round about Peking and the vicinity will suffer greatly this winter owing to the consequent failure of the crops.

MAJOR-General R. G. Broadwood, C.B., Commanding H.B.M.'s Forces in South China, accompanied by Captain Heathcote, A.D.C., left Shanghai on 19th inst. by the str. *Kobe Maru* for Dalny, whence he will make an extended tour of the Manchurian battlefield.

ADVICES have been received in Tokyo to the effect that the free port of Vladivostok will be closed on November 1st, two months earlier than was expected. The Russian Government is reported to have decided to add twenty gun-boats to the patrol flotilla on the River Amur.

PRINCE Ching handed in recently a memorial to the Throne asking to be relieved of the Comptroller-Generalship of the Ministries of Foreign Affairs and of War, on the plea that he will thus have more time to devote to his duties at Court. The memorial, we understand, was promptly refused by the Empress Dowager.—*N. C. D. News.*

WHILE walking along Queen's Road Central yesterday afternoon an aged Chinese woman slipped, on what is believed to be a banana skin, receiving certain injuries to her head. The old lady was taken to the Tung Wa Hospital in an unconscious state. Her injuries are not of a serious nature, but she is not expected to be discharged from hospital before a week.

A COUPLE of the most popular members of the I. M. Customs, in the persons of G. J. Jensen and J. J. Gorman, assistant examiners, received transfer orders last week, reports the *Shanghai Mercury*. Mr. Jensen goes to Kiangchow, Hohow, as full examiner and Mr. Gorman goes to Yochow. Both officers will be entertained to dinner by their Customs comrades prior to their departure for their new posts.

A MIDDLE-AGED Chinese woman was killed early yesterday morning near Shatin, the result of an accident. The fatality took place between Sam-shui-pai and the south face tunnel. A Chinese woman, aged about forty, was crossing the railway track when her umbrella was blown out of her hand. She was returning to recover the umbrella when a train hove in sight. The woman, who apparently was deaf and did not hear the whistle, was hit by the train and buried to the side of the road. She was picked up in an unconscious condition, suffering from bruises about the head and a lacerated arm. Inspector McHardy had the unfortunate woman sent to the Government Civil Hospital, but she died before admittance. Death was due to shock.

THE *Moji Stamp* gives some particulars of the trouble between the captain and crew of the German s.s. *Marla Rickmers*. Nine Chinese seamen accuse the officers of brutality and state that when they arrived at Moji they wished to leave the vessel on that account. When they requested the payment of their wages, which amounted to Yen 1,715, covering a period of six months, they were refused. Through the Moji police the men communicated with the Chinese Consul at Nagasaki and later with the German Consul at Shimonoseki but without obtaining redress. They have no means to take legal proceedings for the recovery of their money, so it is improbable that they will obtain their wages. The ship left Moji for Tsuruga, the nine Chinese remaining behind.

It appears that eleven men altogether have been arrested in connection with the forgery of rouble notes in Nagasaki. Five of them are Russians, five Japanese and one Chinese. There are rumours that some Russian officers on the active list are connected with the fraud. They are entrusted the duty of preparing the plate to Mr. Watanabe, a well known engraver of Soya, but it does not appear that he has been arrested, though the printers in Nagasaki are now lying in prison. The imitation is said to be so perfect that the notes can scarcely be distinguished from genuine paper. The part taken by the Chinese, who is under arrest, was to put the notes in circulation at Cheloo, and he seems to have been very successful. A thousand notes of 100 roubles denomination were seized at the printer's establishment in Nagasaki but it is thought that about 100,000 more worth have been successfully put into circulation at Harbin.—*Japan Mail.*

Typhoon Aftermath.

STORY OF THE YAU-MATI COLLAPSES.

FIXING THE RESPONSIBILITY.

An inquiry was held at the Magistracy this afternoon, concerning the death of six persons who were killed in the collapse of a number of houses in Portland Street, Yau-mati, during the last typhoon.

Mr. J. H. Kemp acted as Coroner. The jury empanelled comprised Messrs. Frank Austen, Hugh Denning and G. G. Catchick.

Inspector McHardy was present on behalf of the police.

Mr. F. B. L. Bowley, Crown Solicitor, outlined the facts of the case. He stated that when the typhoon was raging on the 26th of July, a number of persons who resided at Portland Street, Yau-mati, were killed in the collapse. The house, 30 Portland Street, was the road near to the laundry, leading to Kowloon City. Between one and two o'clock in the morning of the 26th July, the house in question along with the two adjoining premises, Nos. 38 and 40, collapsed. After great trouble, several people were taken out of the debris. Among those killed were two women and four men.

The object of this inquiry, said the Crown Solicitor, was to ascertain whether there was any culpable neglect on the part of any person. There was no doubt that the collapse of the building was due to the force of the wind, but it was essential to learn whether the building was in accord with the regulations of the Building Authority. The house was a corner house, hitherto numbered "36," but after the collapse it was discovered that the house bore a wrong number and should have been "35." The end house of a block, which comprised 13 tenements, faced Portland Street. There was also another block of houses in Pitt Street, all of which were what open to the South-east.

Some years ago, continued the Crown Solicitor, Humphreys Estate and Finance Co. leased the land in question and built houses there—the usual three-storeyed tenements. Plans were submitted to the Director of Public Works and a Note was deposited to show intention to build. Messrs. Palmer and Turner submitted the plans to the D. P. W. stating that on the estate that had been acquired it was the intention of the lessees to erect 26 houses.

The plans were sent to Mr. Tooker, who issued a notice that the conditions did not comply with the Ordinance.

The question was whether the wall was properly constructed. Mr. Tooker, said the Crown Solicitor, was now absent, and he was not in a position to state the length of the wall, but he afterwards learnt that the length was 45 feet. The plans were accepted by the P.W.D. and Messrs. Palmer and Turner were considered to be responsible. A Chinese contractor was engaged to erect the buildings, but it was possible that the contract had been sub-let to another man.

On the 14th of May, 1902, five verandahs collapsed. That was recorded by the Inspector of Buildings who recommended that all the verandahs and front walls should be pulled down. That report was made to Mr. Tooker, and it was not known to the Crown Solicitor what had happened. On examination it was discovered by Mr. Haggard of the P.W.D. that the mortar was of poor quality.

On the night of the collapse there were altogether 21 persons in the house. Six were killed owing to the collapse. At the time, the Police Force in Yau-mati was engaged in attending to the distressed who were overwhelmed in other collapses. Sanitary Inspector Ward, who is in charge of the District Station, proceeded at daylight to engage coolies to clear away the debris and remove the dead.

Evidence was then called. Dr. McFarlane, medical officer in charge of the Kowloon mortuary, stated that on July 18th he inspected the bodies of six Chinese—2 females and four males. The cause of death was due to multiple injuries and asphyxia. The appearances of the bodies showed that they had been buried in the collapse of the house as they were all dusty and broken up. The inquiry is still proceeding.

JAPAN YARN TRADE.

The *Nippon* has an article dealing with the cotton-spinning industry of Japan. Never in the annals of the spinning industry, says the Tokyo journal, has there been such an acute depression as that which is now experienced by the Japanese spinners in general. In the spring of this year the Cotton Spinners' Guild at Osaka, while devising the "lottery" scheme, passed a resolution to reduce the output after May 1 by abolishing night work for a period of six months, thereby attempting to encourage the export of Japanese yarn to China in the future. But their efforts were of no avail. Not only the Japanese spinners, but also the British merchants in the same line, are experiencing great hardship at present. Under these circumstances, the Japanese Cotton Spinners' Guild convened an extraordinary meeting on the 8th instant, when it was agreed that the period of the suspension of night work should be further prolonged until April 30 next. With the abolition of night work, the number of operatives has naturally decreased at the rate of over 4,000 every month, so that their number at the end of July this year had diminished to 67,709. It may be remarked that, as the result of the abolition of the night work, the value of yarn exported abroad at the end of July this year was only ¥14,000,000 against ¥20,000,000 for the corresponding period of last year, showing a diminution of six million yen.

It is about to have a Banishment Act, which provides for the deportation of the removal of habitual offenders from one part of the country to the other.

CANTON-MACAO RAILWAY.

CHEUNG PAT-SZE SEKS THE CONCESSION.

[From Our Own Correspondent.]

Canton, 22nd September.

It has been reported that the contract for the building of the Canton-Macao Railway by Portuguese concessionaries has been cancelled and the right of constructing this line restored to Chinese. Availing himself of the opportunity, H. E. Cheung Pat-sze has deputed Mr. Shum Tao Sang to proceed to Peking to consult with the Ministry of Posts and Communications, with the intention of obtaining the Ministry's sanction to float a company with sufficient capital for this doubtful enterprise.

THE MORTUARY BURLARY.

TWO MEN ARRESTED—ONE CONVICTED.

Last evening the West Point police arrested two men in connection with the burglary which was committed in the public mortuary the other day, particulars of which we reported in a recent issue. The accused—a cook, residing at Hollywood Road, and a dissector at the mortuary—were charged with the larceny of a quantity of brass piping which had been removed from the walls of the morgue.

The chief dissector of the mortuary stated that the premises had twice been broken into during the month. The first act was committed a fortnight ago and the last yesterday evening. When he returned to the mortuary last evening he found all the windows broken open and more brass fittings gone. One of his assistants—the second accused—was not to be found on the premises, although it was his hour to be on duty. He immediately reported the matter to the medical officer, and later the police.

Another witness spoke to meeting the second accused in Hollywood Road last evening. Accused invited him to go to a certain place to sell some brass. The witness was schooled to say, in case he was stopped by the police, that he had got the brass from people in Stanley. The witness agreed. In company with the accused witness went to the mortuary and accused started his work. He forced open the main door and, having gained admittance, proceeded to strip the walls of all fittings. The police were already on the scent and the accused were arrested.

Sanitary Inspector McEwen, who has charge of the mortuary, said there were three dissectors in the mortuary, one of whom was on duty every night. He recognised the brass piping as that belonging to the public mortuary.

The first accused pleaded guilty to the charge. The second, however, entered a denial. "I did not steal the fittings," he said. "The first accused had nobody to put the blame on so he had to accuse me."

Inspector Robertson stated that on the previous occasion two dead bodies were on the slab, when the place was entered, and on the last occasion no less than four corpses were present, and he did not think that any other person, except somebody connected with the mortuary, would enter the place. The theft was committed by someone who knew his way about.

The magistrate, Mr. J. R. Wood, convicted the first accused and sentenced him to six weeks' hard labour. A remand was allowed in the case of other accused, who desired to call witnesses.

THE "PAUL BEAU" AFFAIR.

A STORM IN A TEAPOT.

[From Our Own Correspondent.]

Canton, 22nd September.

In reference to the case in which four alleged robbers were arrested by the officers of the Shamsham Guard on board the s.s. *Paul Beau* on her arrival here on the morning of the 14th instant and were subsequently released on account of the Chinese officers not having obtained the necessary warrant from the French Consul at Canton, for the apprehension of the men, the native newspapers here have taken up the case and reported not only full particulars of the occurrence but have made a great deal of vehement comments which are calculated to stir up the feelings of the ignorant public against the French. It is reported that the French Consul at Canton has communicated with the Viceroy requesting him to stop the native press from making further references to the case with unjustifiable comments so as to avoid misunderstanding. Upon the Consul's representation, the Viceroy has directed the Kwangchow prefect to issue a proclamation on the subject.

This morning, at 11 o'clock, the Viceroy received the French Consul and the purpose of this interview was probably in connection with the case, which, it is expected, will be amicably settled before long. It is after all a storm in a teapot.

THE WHANGPOO CONSERVANCY INQUIRY.

The Whangpoo Conservancy Inquiry was commenced at the Chiaoan House yesterday morning (19th inst.) by His Honour Tai Nai-jung, the Shanghai Taotai, and Mr. H. E. Hobson, Commissioner of Customs. Being prevented by the pressure of other business from devoting his time to this inquiry, His Honour the Taotai has appointed Messrs. J. O. Anderson and Wan Hui-hong to act on his behalf.—*Shanghai Times.*

EARLY this morning a man named Luog Sin Lam attempted to commit suicide in the harbour. He was seen to jump off the quay wall, and after some difficulty he was rescued. He appeared in the Police Court this morning, to answer the charge of attempting to kill himself, and was remanded to Police custody for medico-legal examination, as it is believed his mind is unbalanced.

MERCHANT ARRESTED.

REMANDED ON A CHARGE OF LARCENY.

[From Our Own Correspondent.]

Canton, 22nd September.

As he was on the point of leaving for Canton last night, Detective Sergeant Appleton, by virtue of a warrant, placed under arrest a man named Ip Pan Nam, who is believed to be a merchant, residing at 16, Des Vaux Road Central, on a charge of larceny.

The accused is alleged to have stolen from a safe in the office of Messrs. H. Skott and Company \$7,508 in cash, a cheque for \$300, a cheque book, and a number of valuable papers, including a quantity of old postage stamps. When arrested a sum of money was found in accused's socks. From the information gathered by the police it was stated that accused knew very well the working in the office of Skott and Company, 10, Des Vaux Road. On the night of the 18th instant, by some roundabout means, he gained admittance to the proprietor's office, and with a duplicate key opened the safe, took out the valuables already mentioned and left. Next morning the theft was discovered, and suspicious having fallen on the accused, his arrest followed. Accused pleaded not guilty, before Mr. J. R. Wood (second police magistrate) this morning, and the case was remanded.

MARINE COURT.

DISOBEYING LAWFUL COMMANDS.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, the case where sixteen seamen, belonging to the British steamship *Harbor*, were charged with continued wilful disobedience to the lawful commands of Captain G. E. Bignell, master of the s.s. *Harbor*, was resumed. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Gist, appeared on behalf of the defendants.

Captain G. E. Bignell stated that on the 26th of August last, between 12.30 and 1 p.m., all the defendants came off in a body, the ship then being anchored at Mororan. They complained about having had salt meat for two days in port, and said that unless he gave them fresh meat at once, they would refuse duty. Witness assured them that it was impossible for him to give them fresh meat that day, but on receipt of a telegram from London, he would do so the next day they turned to. They then left, saying they wouldn't work. He warned them that they were rendering themselves liable to go to jail, to which they replied they would sooner go to jail. At 3 o'clock in the afternoon, the mate went forward to ask them if they would turn to, but they again refused. Witness then telegraphed to the Consul at Hakodadi, who replied that he could not get to Mororan before the 29th August. On the 29th, the shipping master came instead. He came on board and saw the boatswain and the No. 1 fireman, and after hearing what they had to say, and going through the Articles and logbook, told them that they had no grounds for refusal, and advised them to turn to. They replied that their real reason for refusal was that they wanted to go home, and that they understood when they signed on that they were only going to be away for six months. The Articles were signed at Hongkong for a period of two years. They admitted having received considerably more food than they had signed on for, but they persisted in refusing work. After a series of correspondence with his owners, witness received definite orders from them to go to Moji and there land coal for Hongkong. This was on the first of the present month. He sent for the boatswain and No. 1 fireman and informed them what the orders were. At first, they seemed inclined to disobey witness's statement, but, subsequently, they turned to at about 11 a.m.

Cross-examined by Mr. Beavis, witness stated that they had been in port two days on the 26th August, having arrived there from Nikolsk. They left Mororan early on the 2nd September. Several of the men understood English, but the boatswain and No. 1 fireman acted as interpreters.

By the Court—None of the defendants performed any work between the time of refusing on the 26th August and turning to on the 1st September.

Man Hop, the fireman's cook, was called to give evidence for the defence. He said that his duty was to cook fresh codfish for the crew while in Japan. The men complained that the food was insufficient. Witness's own opinion was that he did not consider that enough ration was supplied. This occurred very often. The steward was the person who supplied him with the victuals.

By the Court—Witness was supplied with 15 tins of fish per man daily. He was never supplied with less than that amount, but sometimes the fish was not particularly good. He was not aware that any complaint was ever made to any officer about the fish being bad. He never received less than 12 tins of pork or beef per man, nor less than 14 lbs. of rice per man daily.

Loong Chy, the box stainer of the *Harbor*, spoke to having complained often to the master that the food was bad. On two or three occasions before last month, he made the complaint on behalf of the Chinese crew generally. When he saw the master on the 25th August, he was told to go to work, but he refused.

Further cross-examined by the Court, witness said that the salt beef and salt fish were bad. He complained about it to the Master, and also mentioned the latter to the Consul's representative at Mororan, who said that the food was good.

Cross-examined by the Master, witness said that he could not remember the dates on which he complained to him about the food.

Mr. S. Roederham, the shipping master, swore to having read and explained the details of the Articles to the defendants. They all denied that they were signed on under any such conditions. A sentence of 10 days' imprisonment was passed and each defendant had to pay 10 shillings to the court.

Telegrams.

[Reuters.]

Great Fire in Paris.

LONDON, 21st September.

The huge Central-Telephone-Exchange at Paris was, yesterday evening, gutted by fire, thereby destroying communications with the provinces and abroad.

The damage is estimated at a million and a half sterling.

The Kaiser's Desire for Peace.

H. I. H. the Crown Prince of Germany, in taking farewell of the Inter-Parliamentarians on behalf of H. M. the Kaiser, said that throughout his reign his father had made the maintenance of peace his foremost care; it had often been uphill work, but it was worthy of the unremitting efforts of the noblest of all nations.

Later.

An American Sensation.

The millionaire newspaper proprietor Hearst has created a sensation in America, by producing letters showing that the Republican Senator Foraker, the Democrat Barley, and other prominent Republicans and Democrats have been in financial relations with the Standard Oil Company.

Further revelations are expected, and it is considered likely that these will upset the calculations in respect of the Presidential elections.

The Canadian forest fires continue to do incalculable damage.

The Canadian Forest Fires.

Large areas of timber in the mountain of New York, Maine, and Pennsylvania, and two towns in Wisconsin have also been destroyed, rendering four hundred persons homeless.

TYPHOON WARNING.

The American Consulate-General received the following telegram from the Manila Observatory at 9.40 a.m. to-day:

Cyclone or typhoon over the Eastern Visayas, moving W.N.W.

CANTON DAY BY DAY.

RAILWAY FERRY STEAMERS.

[From Our Own Correspondent.]

Canton, 22nd September.
As two ferry launches, one of them being the *Lung Shu* in formerly of the Hongkong, Canton, & Macao Steamship Co., Ltd., and the other the *Tai Tin*, have been recently purchased by the Canton-Hankow Railway Company of the Three Provinces, they will be engaged from the 1st day of the 9th moon to convey railway passengers from the steam ferry at the Lung Mo Temple, Canton, Shek Wai Tung. The railway fares will, therefore, be increased from that day. As advertised, 5th class passengers will have to pay an extra charge of 15 cents; second class, 10 cents; and third class, 5 cents.

BIRTHDAY OF CONFUCIUS.
In celebration of the anniversary of the birth of Confucius to-day most buildings are decorated with lanterns, flags and evergreens. A large number of people of all classes, especially students, assembled at the Temple to offer their respects before the Tablet of Confucius. During the proceedings the band of the Sacred Heart College discoursed selections of music.

KONGMOON-CANTON RAILWAY.

At a mass meeting of shareholders of the Canton-Hankow Railway Company held in the 5th moon this year it was proposed to build a railway connecting the port of Kongmoon with Canton. The proposed line will pass through the districts of Nambai, Shui Tak to Sanki, with Fati as its terminus at Canton. It is learnt that Sir Chen Tung Liang Cheng, the president of the Company, has given instructions to the Engineer-in-Chief Kwong to take the matter in hand with as little delay as possible and start with the work of building this road. Requests have also been made to the officials that necessary protection be given to the surveying party along the line.

ADMIRAL LI CHUN.

Admiral Li Chun who proceeded a few days ago to make a tour of inspection of the waterways of the West River returned to Canton yesterday.

CHEAP RICE SALES.

The committee of the Cheap Rice Distribution Bureau has decided to discontinue the distribution of cheap rice in Canton from the beginning of next moon.

DISTURBANCES IN FUKIEN.

A Foochow dispatch states that a band of desperadoes styling themselves Wukui Hui, or "Society of the Five Cereals," suddenly made a raid on the district city of Kienyang, and held up the town for many hours, the Chinese (district magistrate) and Shoupei (captain of the garrison) being too weak to be able to maintain their authority. In response to a telegram asking for aid, Viceroy Sung Shou at once sent a detachment of the newly organized disciplined troops in Foochow to Kienyang to restore order. As the disturbance is a purely local one the outbreak will be easily put down by the beheading of a few of the desperadoes.—N. C. D. News.

THE Rev. I. Corbair begs to acknowledge with thanks the following donations for the "Blind Home":—

Sum already acknowledged \$72
W. Passenden, Esq 15
Lai Pak Mi, Esq 15
Meth. Ep. Mission, Local (Chinese) 25.40
Bapt. Mission, Local (Chinese) 12.67

ALLIED FALSE PRETENCES.

SERIOUS CHARGE AGAINST A EUROPEAN.

At the Magistracy this afternoon, before Mr. J. R. Wood, the second hearing of the case in which H. S. Holmes, a European merchant, is charged with alleged defrauding by false pretences one Cheung Chin Leung of \$3,000, was heard. Mr. C. F. Dixon appeared for the prosecution, while Mr. G. K. Holmes, solicitor, represented his brother.

Mr. C. F. Dixon opened the case for the prosecution by calling Sit Leung Kit, a trader, to give evidence.

Have you ever spoken in Chinese to the defendant?—No.

Has defendant ever spoken in Chinese to you?—No.

Have you ever heard him speak in Chinese to anybody else?—Once or twice, and then only one or two phrases.

Cheung Chin Leung, the plaintiff, was next called.

Where do you carry on your business?—At 24, Connaught Road West.

You came to Hongkong towards the end of last year for certain business?—Yes.

When did you first hear from defendant?—Somewhere about the middle of May.

Who mentioned his name to you?—Lun Cheong first spoke about him to me.

Did you have an interview with the defendant?—Yes.

What did he tell you?—A few days after I received information, three of us went to Mr. Holmes' office.

Where was his office?—Next to that of Mr. G. K. Holmes, solicitor.

You mean No. 56, Queen's Road Central?—I don't know.

On the occasion of your interview with defendant, who spoke first?—Yung Chik Sun spoke first.

To whom?—To the defendant.

In English or Chinese?—In English.

Did Mr. Holmes answer him?—Yes.

Also in English?—Yes.

What took place after that?—Defendant said he wanted to engage a comprador for export and import business.

In English?—No. Yung Chik Sun acted as interpreter.

What did he say to you?—That he wanted \$10,000 security—\$5,000 in cash and \$5,000 in deeds.

What did you say?—I replied if he was going to do that business, I would take up the compradoreship.

Did he say anything about any other kind of business?—No.

Did you say you could find the security he required?—I said I would produce the money and the man named Yung would produce the deeds.

Did you say you would produce the deeds?—No.

Did anything more take place at that interview?—No.

You had a second interview?—Yes.

When?—Two or three days after the first.

Where?—At the same place.

Who were present at the second interview?—The same people.

Was the defendant there?—Yes. There were three in all, including myself.

Altogether four, or three?—Three.

What took place?—We went there the second time with the object of ascertaining whether defendant was going to start export and import business, and in case he really intended it, I would take up the compradoreship.

What did he say?—Defendant stated that he had obtained a contract in connection with the Kowloon-Canton Railway.

Did he say what the nature of the contract was?—It was a tunnel?—No; the making of the roads.

What did you say?—If there was going to be business, I would mind taking up the compradoreship.

Was there anything said as to the extent of the business?—He said that, in future, there would be \$10,000 worth of business.

Did anything more take place?—Nothing more.

With reference to the Kowloon-Canton Railway, did he say that he was about to obtain the contract or had already got it?—He said he had already received the contract.

A contract to do what?—To engage labour.

That was the end of the interview?—Yes.

Did a third interview take place?—Yes.

When?—Also after an interval of two or three days.

Were the same people present?—Yes.

At the same place?—Yes.

What took place?—I asked whether it was true or not that defendant was going to carry on the two kinds of business mentioned before, and if it was positively so, I would take up compradoreship.

Did Yung act as interpreter?—Yes.

What did he say?—That it was true.

Did you agree to take up the compradoreship?—I was willing.

Why?—Seeing that there would be two lines of business, i.e., import and export business, and the Kowloon-Canton Railway contract.

Did he say anything about the money you were to find?—I was told to find \$10,000—\$5,000 in cash, and \$5,000 in deeds. I said I would produce the money and Yung would produce the deeds.

Was there anything more said at that interview?—No.

Was there a fourth meeting?—Yes.

When?—On or about the 15th September.

You were there roughly for three months?—Over three months.

Was defendant ever in the habit of coming to the office?—Yes.

How often?—At times.

Was there any business ever done when you were there?—No.

Did customers ever come to see you?—Yes.

In order to do business?—No, just on a visit to make inquiries.

Was Yung there all the time?—Yes.

And Leung?—He would come at times.

Did you ever see Sit Leung Kit at the office?—Yes.

When the fourth interview took place, did you have any money with you?—\$3,000.

What happened on that occasion?—As was agreed between us on a former occasion, I brought with me \$3,000. The balance of \$2,000 was to be paid two weeks later.

What was your next step?—I went with the defendant, Leung, and Yung to Mr. Almada and the agreement was read to me and I signed it.

Did you pay over any money?—I paid over \$3,000.

To whom did you hand it?—To the solicitor. And defendant gave you a receipt?—Yes.

The receipt was at the foot of the deed?—Yes.

Was there anything said where the offices were to be?—Defendant said, in a few days, he would remove his offices to a vacant room next to that occupied by Mr. Almada.

Did he tell you you were to attend there?—Yes.

Did he show you the room?—Yes.

You attended the office three days later?—Yes.

What was the firm called?—The Hing On Foreign Trading Company.

Did you attend the office regularly every day?—Yes.

When did you cease to attend?—About a month after, when I went into the country.

How long did you stay there?—For ten days.

When you came back, you resumed your duties at the office?—Yes.

Did you go to the country a second time?—Yes.

How long did you stay there this time?—For about eight or ten days.

Did you resume your duties for the second time?—Yes.

When did you finally cease your duties?—About three weeks after I stopped going there.

When did you discover that the defendant was carrying on another business?—A few weeks before.

The cross-examination ended here. The proceedings were still in progress when we went to press.

A FRENCH DISPUTE.

TROUBLE OVER A CINEMATOGRAPH SHOW.

The action brought by Charles Nuguet, a Frenchman, residing at 4, Zealand Street, against Auguste Danfrance, of 6, Ice House Street, to recover the sum of \$1,000, money lent to the defendant, was continued before Mr. Justice Gompertz, in the Supreme Court, to-day.

Mr. O. D. Thomson appeared for the plaintiff, while Mr. Otto Kong Sing represented the defendant.

It was stated by the plaintiff that he met the defendant at the end of last year and the latter said he had a project for a cinematograph. Plaintiff advanced him \$700 at the time.

Defendant gave him no receipt. Plaintiff paid several of defendant's debts. In February of last year defendant owed him \$1,000 and the latter told him he had no money and no property.

The difference between that and the amount claimed was explained by wages due to plaintiff, who worked for defendant, and by the fact that he paid expenses.

Plaintiff was to receive the balance over expenses, but defendant kept the money in his pocket. Defendant promised to pay him wages, but he had not received any.

The defendant stated that he arrived in Hongkong in May last year. He came here with a cinematograph company. The first time witness met the plaintiff was in the French Store, Mons. Ganeau doing the introduction.

They had a conversation and defendant learnt that plaintiff had a cinematograph show in Hongkong. After a while plaintiff agreed to go halves with defendant in his business. Defendant agreed to that, and both went to live together, defendant paying the rent. All this time plaintiff expected to get some money from his wife, but he did not get anything on her arrival as she had lost about \$8,000 in Indo-China.

The Hongkong Cinematograph syndicate was opened on the 3rd December last. The house was erected by a Chinaman, and he was to get 50% of the takings; the Union Commercial Company was to get 10% for providing the current, and defendant was to receive 40% for supplying the apparatus and films.

The defendant then proceeded to explain that as plaintiff some time later had nothing to do he lent him a cinematograph machine, and he left for Canton. He returned some time later and presented defendant with a bill claiming \$1,900 odd, for what he had lost in the tour. Defendant did not know if plaintiff had lost any money in Canton. The machine was only lent to the plaintiff on charity.

The case was further remanded.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 22nd at 5.0 p.m.—The typhoon in the S.E. of Luzon appears to be moving Westwards.

On the 23rd at 11.55 a.m.—The barometer has fallen quickly over the Philippines owing to the typhoon which is moving towards W.N.W. over the Archipelago to the South of Luzon.

Pressure has increased moderately to slightly over N. China and the Sea of Japan. It is low to the N.E. of Japan, and high between Central China and S.W. Japan.

Strong N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Bad weather will probably set in again over the latter area to-morrow.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.6 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, fresh or strong; fair.

2.—Formosa Channel, N.E. winds; strong.

3.—South coast of China between Hongkong and Lanchow, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE PATROL CRUISER.

KIANG TA'S SECOND RUN.

At two o'clock this afternoon the new West River patrol cruiser *Kiang Ta* proceeded on her second run, her first trial having been completed on Saturday as already reported. From Hongkong Bay the cruiser steamed round Blackhead's Point into the Northern Fairway thence to Aberdeen where she will be put to a severe test than on Saturday. There can be no question that the engines will meet all the demands made on them. The *Kiang Ta* had not returned when we went to press.

EUROPEAN'S STRANGE DEATH.

INSURANCE MANAGER DIES AT SHANGHAI.

The *Shanghai Mercury*, of 19th inst., says:—The death occurred at the General Hospital at an early hour yesterday of Mr. F. Sydney Fulcher, the local manager of the British Dominions Marine Insurance Co. It is stated that Mr. F. Handel Booth, a director of the company, arrived here last week and since that time the deceased had not been near his office. He had, it seems, taken up his residence at the Jesuit Inn about a week ago. On Thursday night he was taken ill and his condition became so serious that he was removed to the hospital at three o'clock yesterday morning, where he was attended to, but expired a few hours later.

The British authorities were communicated with and it was decided to hold a post mortem examination and an inquest was opened in the afternoon.

The deceased was thirty-eight years of age and it is said was formerly an officer in the British army. He had not been very long in Shanghai, but since his arrival here he had been a guest at the Palace Hotel. It is rumoured that in the early part of the week he was in possession of a large sum of money, but when his death took place very little was found on him.

His funeral took place at the Bubbling Well Cemetery this afternoon.

THE INQUEST.

An inquest was opened yesterday afternoon by Mr. G. W. King, H.B.M.'s Coroner, at the General Hospital, into the circumstances attending the death of F. Sydney Fulcher, who died at the General Hospital yesterday morning.

Ricardo Felipe Botelho, sworn, said he was employed at the British Dominions Insurance Company, No. 1 Jinfai Road. He identified the body he had just seen in the presence of the Coroner as that of Mr. Fulcher. He was the local manager of the Company. Witness joined the office on the 5th August last. He did not know the Christian name of Mr. Fulcher.

At this stage the Coroner said the inquest would be adjourned till Monday, the 21st inst. at 2.15 p.m., at H.B.M.'s Court.

TRADE OF PENANG.

ONE OF LATEST YEARS IN THE SETTLEMENT'S HISTORY.

Penang, September 4.

It was asserted recently with what authority is not clear, that the trade of Penang was beginning to take a welcome turn for the better. Unfortunately, this seems to have been one of those premature reports that are circulated with a view, perhaps, to lightening the prevailing gloom in the bazaar; certainly, there are no incidental circumstances connected with business here to warrant such optimism.

Our export trade for the last few weeks has been parlous, supplies being abnormally small, stocks moderate, and the market generally dull.

True it is that a fair quantity of goods is changing hands locally—on the much-played-out credit system—on promises to pay within a certain period, followed by applications for an extension of the credit term. A weak effort has been made by a certain few to show that this paralysis of trade is not general in its effect; but unfortunately, otherwise is the case, as is seen on every hand.

The various industrial establishments are simply being kept going and no more; in other words, their policy is to supply as cheaply as possible to old and good clients without making any profit, but do not incur any loss. Nowhere is the depression more exemplified than in the low prices prevailing for iron and steel, textiles, and in the slump in landed property, some of which is going at auction sales for a mere song. Truly this is one of the very lean years in the Settlement's history, and when it will end nobody knows.

With regard to tin, the exports for the first eight months of the current year show a considerable falling-off, as compared with the same period in the previous three years.

From January 1 to August 31 this year, the exports of tin to the Continent of Europe were only 18,550 piculs, as compared with 26,998; 38,934; and 45,832 piculs in the first eight months of 1907, 1906, and 1905, respectively.

To North America, the quantity for this year's period was 42,706 piculs, as against 60,952; 82,738; and 116,518 piculs for the same period in the previous three years. The exports to Great Britain, however, show an upward tendency, as 293,322 piculs were exported for the first eight months of the current year, as compared with 202,780; 185,719; and 158,303 piculs up to August 31 of 1907, 1906, and 1905 respectively.

Our exports of tin to India also show an advance, the figures for the same period of the year in question being—1908, 74,872 piculs; 1907, 9,257 piculs; 1906, 8,444 piculs; and 1905, 9,928 piculs.

Taking other products, sugar, white pepper, Gutta Ramboon, India rubber, hides, nutmegs, mace, gum benjamin, pearl tapioca, shells, and Borneo rubber, all show declines as compared with last year's period; but advances have been seen in black pepper, cloves, flour, tapioca, Para rubber, and fishmaws. To Singapore alone there was exported 17,785 piculs of black pepper in August, the total for the eight months being 25,100 piculs, as against 14,612; 12,727 and 9,337 piculs in the same periods of the three previous years.

To-day's Advertisements.

PUBLIC AUCTION.

THE Underigned have received instructions from Mr. J. A. LYON, to sell by PUBLIC AUCTION, on

SATURDAY, the 26th September, 1908, at 2.30 P.M., within the premises, No. 14, Robinson Road, (top floor), Kowloon,

SUNDRY HOUSEHOLD FURNITURE, Comprising—

Double and Single BEDSTEADS, TEAK-WOOD OVERMANTELS, SIDEBOARDS with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, CROCKERY and GLASS WARE, OIL PAINTINGS and WATER COLOURS, STEEL ENGRAVINGS, CARPETS, RUGS, &c., &c.

Also One HAAKE PIANO. On view on day of sale.

Catalogues will be issued. HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd September, 1908. [867]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN,"

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 25th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow will be made during the Month of September.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 23rd September, 1908. [865]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

Captain Martin, will be despatched for the above Ports on or about MONDAY, the 28th instant.

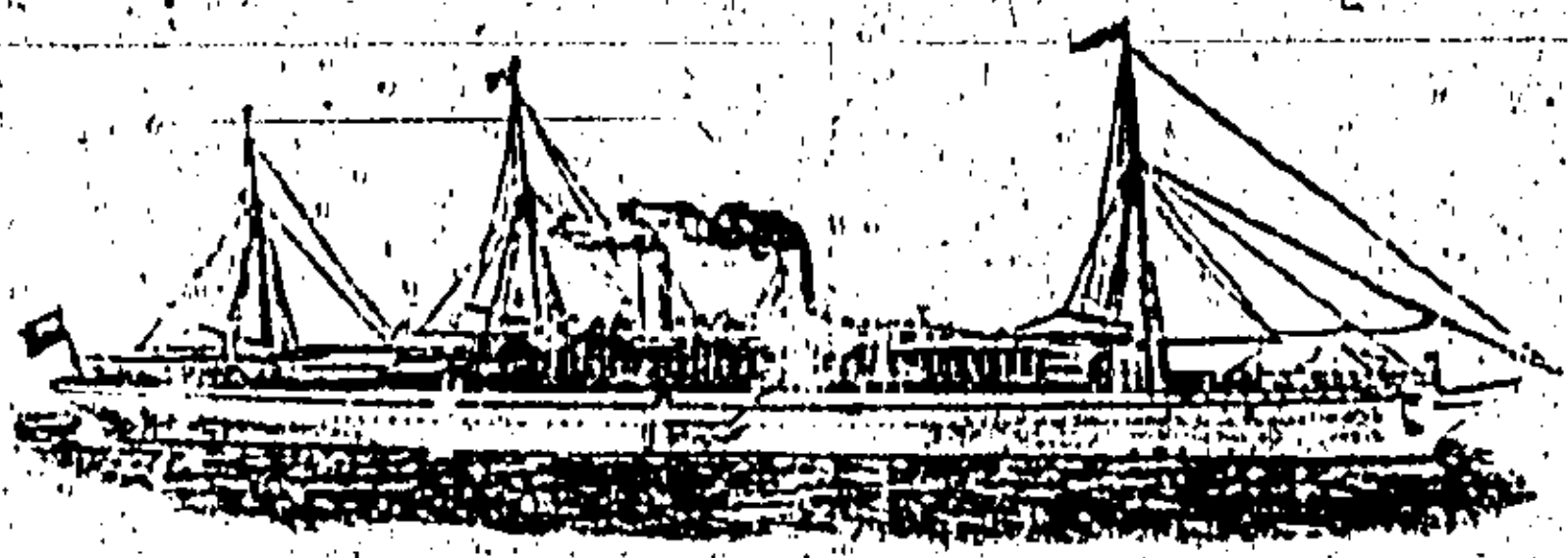
For Freight or Passage, apply to F. NALIN, Acting Agent.

Hongkong, 23rd September, 1908. [864]

FROM EUROPE.

THE H. A. L. Steamship

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA".....6,000		SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE".....6,163		SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA".....6,000		SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN".....6,000		SATURDAY, Nov. 7th	Nov. 28th
"EMPRESS OF CHINA".....6,000		SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE".....6,163		SATURDAY, Dec. 13th	Jan. 5th, 1909.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamship depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Patriotic "EMPRESS" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Classin Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
J. W. CRADDOCK, General Traffic Agent for China, &c.,
Corner Paddar Street and Praya, Opposite Blake Pier

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA SWATOW	"YATSHING"	FRIDAY, 25th Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 25th Sept., 4 P.M.
SINGAPORE & SOURABAYA	"CHUNSHING"	SATURDAY, 26th Sept., 1 P.M.
SHANGHAI	"WAISHING"	THURSDAY, 1st Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	FRIDAY, 2nd Oct., Noon.
MANILA	"YUENSANG"	FRIDAY, 2nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	FRIDAY 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers "Kutsang," "Namsang" and "Yuensang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61.
Hongkong, 23rd September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	25th Sept., 2 P.M.
SHANGHAI	"SHAOSHING"	25th " 4 P.M.
HOIHOW & HAIPHONG	"CHIHLY"	26th " 9 A.M.
MANILA, ZAMBOANGA and AUSTRALIA	"TAIYUAN"	10th Oct., 4 P.M.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 16.
Hongkong, 23rd September, 1908.



HONGKONG—MANILA.

Highest Class, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th Sept., at Noon.
RUBI	2540	Almond	"	SATURDAY, 3rd Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 19th September, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"
Capt. T. H. Hild, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. "Persia," due in London on 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 19th September, 1908. [7]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
Capt. S. H. Belton, will be despatched for the above Ports TO-MORROW, the 24th inst., at Daylight, instead of as previously advertised. This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 23rd September, 1908. [839]

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA
KEELUNG, MOJI, KOBE, YOKKAICHI, SHIADZU AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
"Avante"	4,789	Jas. Boyd	Sept. 26th
"Craigvar"	4,415	B. C. Edmonds	Oct. 9th
"Sawyer"	6,235	W. Shotton	Nov. 10th
"Kumerik"	6,235	F. S. Cowley	Dec. 1st
"Yeddo"	4,561	G. B. McGill	Dec. 22nd

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents

Queen's Buildings.

Hongkong, 22nd September, 1908. [19-20]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK & BOSTON:

S.S. "SHIMOSA".....10th Oct.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd September, 1908. [810]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 23rd Sept. 1908.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"
Captain J. G. Offert, will be despatched for the above Ports TO-MORROW, the 24th inst., at 2 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 23rd September, 1908. [847]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st September, 1908. [860]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 22nd September, 1908. [863]

Entimations

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

110 Hongkong Telegraph Office.

Hongkong, 23rd March, 1908. [107]

O. C. MOOSA,
1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY.

IN

VARIOUS SHAPES AND COLOURS.

IN

SHOES! SHOES! SHOES!

IN

BLK. and TAN GLACE KID

from the best American Manufacturer

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coast

ports orders carefully executed.

Hongkong, 23rd January, 1908. [107]

THE NEW FRENCH REMEDY

TRADE MARK

THE NEW FRENCH REMEDY

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TRADE MARK

HONGKONG AVERAGE MARKET PRICES.

Corrected 19th September, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk.

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Ballock's Brains—Know

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chal-tau-keok

" Mutton Chop—Yeung Fai Kwat

" Leg—Yeung Poi

" Shoulder—Yeung Shau

" Pigs' Chitlings—Chi cheong

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

